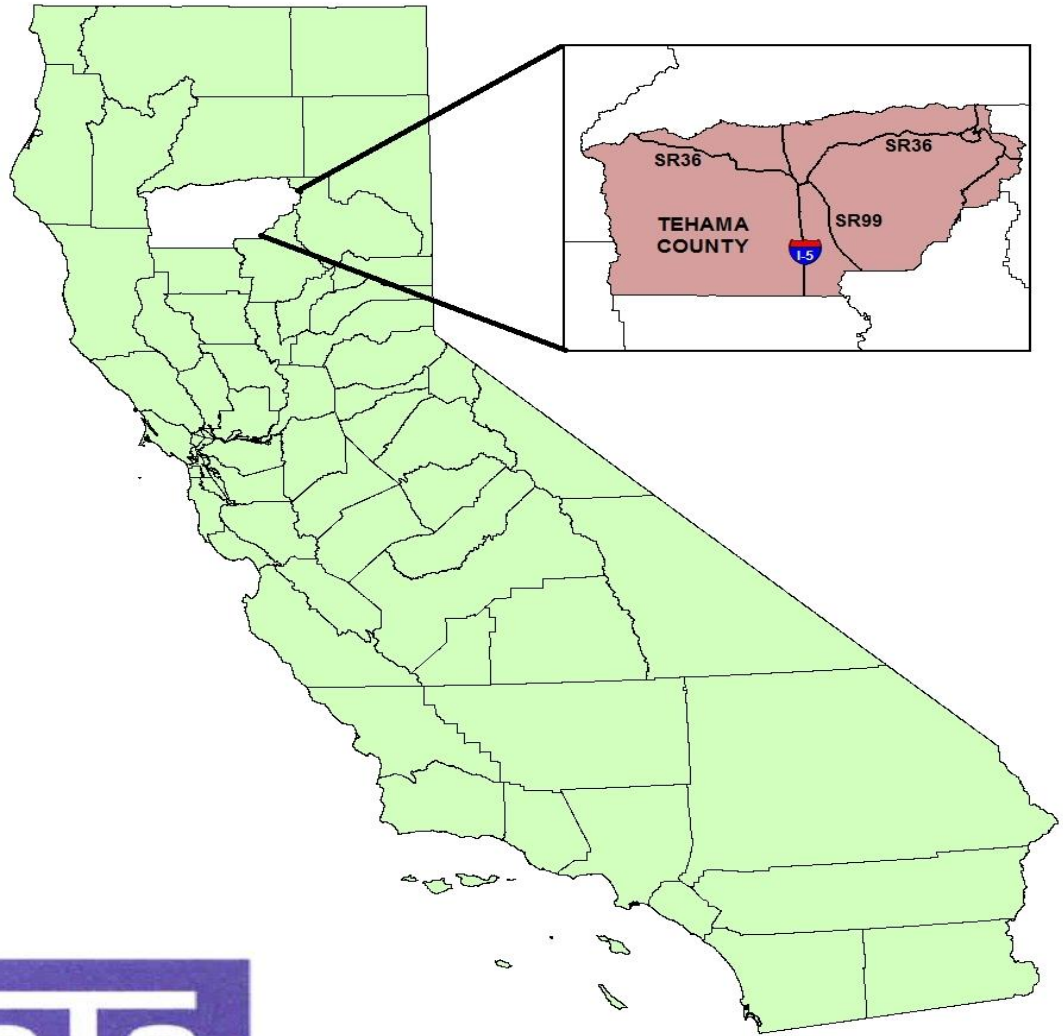


Tehama County Transportation Commission

Overall Work Program Fiscal Year 2015-2016



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Rooster and Contacts

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Gary Strack, Vice Chairman - City of Corning
Robert Christison - City of Tehama
Dennis Garton - Tehama County
Rob Schmid - City of Red Bluff
Bob Williams - Tehama County
Tony Cardenas, - City of Corning Alternate
Danielle Jackson - City of Red Bluff Alternate

Transportation Advisory Committee (TAC) Members

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Carolyn Steffan, City of Tehama
Dawn Grine, Public Works Director, City of Corning
Bruce Henz, Public Works Director, City of Red Bluff
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Executive Summary

The 2015-2016 Tehama County Transportation Commission Overall Work Plan (OWP) has been prepared in accordance with OWP guidance paying specific attention to Appendix A from the Caltrans Regional Planning Handbook which includes a sample list of eligible and ineligible transportation planning activities and is included herein. Emphasis is placed on planning documents that are created with OWP funds to ensure their compliance with federal and state requirements. Plans and documents include:

- Regional Transportation Plans (RTP)
- Transportation Improvement Programs (TIP)
- RTP and TIP environmental compliance
- Overall Work Program and Amendments
- Master Fund Transfer Agreements
- Multimodal Planning
- Regional Blueprint Plans
- Goods Movement Documents

The Regional Transportation Plan is the core planning document of the Tehama County Transportation Commission (TCTC) for the county and incorporated cities of Corning, Red Bluff, and Tehama. The annual OWP functions like a business plan as it includes tasks and funds for the year. The OWP is adopted by TCTC and approved by Caltrans District 2 in conjunction with Caltrans headquarters in Sacramento. The overall goal of the OWP is to explain how activities or work products relate to the implementation of the RTP, as such the OWP is a living document which can be amended to meet needs or respond to changes.

It is essential that these plans are in compliance with federal and state requirements and in line with local objectives and goals since they drive project development, design and delivery. OWP funds are not used for specific development, design, or construction of individual projects, but instead, to gather the data needed to make informed decisions and create planning concepts towards meaningful projects that improve mobility, goods movement, and safety of the transportation network. OWP funds are used for planning efforts that result in positive outcomes.

TCTC functions as the regional transportation planning agency for the incorporated cities and county. It strives to be a team player and coordinates with cities, tribal governments, nearby transportation planning agencies, the public, and Caltrans. As a result, TCTC staff participates in the California Transportation Plan, Interregional Transportation Strategic Plan, Shasta RTPA Regional Platform, Far Northern Regional GIS Council, North State Super Region (NSSR), Integrated Regional Water Management Plan, Rural Counties Task Force (RCTF), California Transportation Commission (CTC), and Regional Transportation Planning Agency (RTPA) Group. Coordination results in better planning, connectivity, access, reduces redundancies, increases use of existing infrastructure, and ultimately leads to cost savings. Good planning does not take place in a bubble.

TCTC staff continues to develop and integrate regional blueprint planning into the transportation planning process. Completion of four Blueprint planning grants and coming to the end of a fifth grant portrays the efforts of TCTC to integrate land use, housing, economic development, social welfare, and environmental preservation in Tehama County. Regional blueprint planning has fostered extensive public participation and resulted in alternative scenarios that will provide direction and guidance to decision makers to improve community livability, long-term economic stability, and sustainable development.

Tehama County at a Glance

Tehama County lies at the northern end of the Sacramento River Valley, and is bound on the east and west by the Sierra Nevada and Pacific Coast Ranges. Tehama County is approximately 130 miles north of Sacramento and is bisected by Interstate-5 (I-5). The three incorporated cities of Corning, Red Bluff and Tehama are adjacent to or near the Sacramento River in the valley area. Neighboring counties include Butte, Glenn, Mendocino, Plumas, Shasta and Trinity.

Population

Listed below is the most recent U.S. Census Bureau data for Tehama County.

- Tehama County: 63,463
 - Percentage over age 65: 16.1%
 - Percentage with a high school degree: 80.3%
 - Percentage with a bachelor's degree or higher: 13.1%
- City of Red Bluff: 14,076
- City of Corning: 7,663
- City of Tehama: 418
- Unincorporated area: 41,306

Economics

The current economic base of the county is a mixture of agriculture, forest products, and commercial warehousing.

- Unemployment: 11.5% compared to California: 8.5%
- Persons below poverty level: 20.3%
- Medium Household Income: \$40,307
- Tehama County is 1,887,807 acres, of which 29% is government-owned
- Percentage of workforce employed by government: 26%

Transportation

The primary mode of transportation in Tehama County remains the private automobile; however, the role of public transit is expected to continue increasing as the community evolves. Facilities for safe bicycle and pedestrian travel are also increasing.

- Road Miles: 1,197.49 Road Miles (Center Line)
- Bridges: 309. The \$10M 10-year estimated total need for bridges is \$136M. This is the 5th highest total of all California counties.
- Pavement Condition: PCI 65 (from California Statewide Local Streets and Road Needs Assessment). This is considered "at-risk."
- Two Community Class Airports (one in Red Bluff; one in Corning)
- Rail: Union Pacific rail line
- Public Transportation
 - TRAX (Tehama Rural Area Express) Public Transit
 - TRAX hub - Red Bluff Bus & Ride
 - TRAX hub - Corning Transportation Center
 - TRAX ridership: 129,023
 - Susanville Indian Rancheria Public Transportation Program
 - METS (Medical Transportation Services)
 - Amtrak Thruway Bus to Amtrak trains
 - Greyhound
- Interstate 5 (I-5) is the primary North-South Corridor

- State Route (SR) 36 is the primary East-West Corridor
- State Route (SR) 99 is critical North-South Route
- Numerous Recreational Trails - Federal and Local
- Bicycle/Pedestrian Facilities are increasing

Sources:

California Labor Market Review: <http://www.calmis.ca.gov/file/1fmonth/calmr.pdf>

California Department of Finance: <http://www.dof.ca.gov/research/demographic/reports/view.php>

U.S. Census Bureau: http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Save California Streets: <http://www.savecaliforniastreet.org/reports.html>

Goods Movement

Goods movement is an integral element of this region's economy and transportation system. Local businesses rely on the goods movements system to take their products to market and to receive supplies.

Goods produced in Tehama County are shipped to 60 countries throughout the world. Maintaining the rural roadways to provide safe efficient routing of these goods is essential to staying competitive in the international market.

Farm to Market of Agricultural Goods

Tehama County Goods Produced - 2013		
Natural Resources and Agricultural Product		
Product	Weight	Unit
Milk	37,594	Ton
Walnuts	36,217	Ton
Hay/Grains	57,874	Ton
Corn	10,531	Ton
Prunes	12,528	Ton
Livestock	9,226	Ton
Almonds	7,941	Ton
Wheat	8,705	Ton
Table Olives	15,408	Ton
Olives, Oil	15,295	Ton
Timber		
Harvested Board Feet:	92,774,000	

http://www.co.tehama.ca.us/images/stories/agriculture/Crop_Report_2013.pdf

Major Corridors

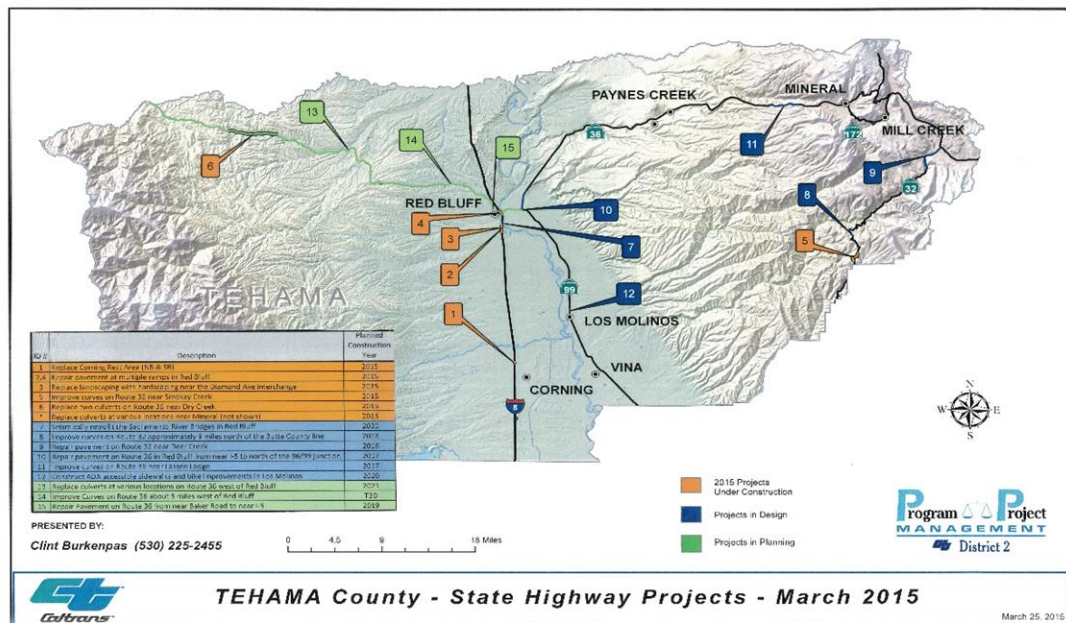
Planning to maintain an acceptable Level of Service (LOS) on major transportation corridors in Tehama County as well as planning to provide for sufficient truck parking, services, fueling stations, roadway geometrics at high truck use intersections and interchanges within Tehama County is essential.

- Interstate 5 is a major corridor that acts as an international trade gateway for California and the United States. It is the backbone of California's highway system. Residents rely on the goods movement system to bring consumer goods to the region and the north state region acts as a major international trade gateway for the rest of California and the United States (I-5 TCR, 54). Truck traffic on Interstate 5 consists of 25% of the traffic at the southern Tehama County line.
- State Route 99 is a critical north-south route in California for the movement of people and goods (SR 99 TCR, 18). In Tehama County, truck traffic on SR 99 peaks at 16% of the total traffic. SR

99 is one of the priority global gateway corridors in California. The nation relies heavily on this system, particularly for access to agricultural products (SR 99 TCR, 79). The 1998 Interregional Transportation Strategic Plan (ITSP) designated it as a “focus route.”

- State Route 36 is the primary east-west corridor traversing the county. It provides coastal access through Humboldt County to the west and connects with State Route 395 to the east in Lassen County.

The map below shows current and planned projects on the state highway system in Tehama County.



Los Molinos Main Street Revitalization and Safety:
leveraging past and current projects in the community, diverse funding sources and citizen engagement to improve safety, mobility, infrastructure and community investment, social and environmental health.

Before Improvements:



Pedestrian walking to shopping center before Phase II safety and revitalization improvements (Looking south).

Sidewalk, lighting and bike lane now provide access to shopping center.

After Improvements:



Puddles, degraded pavement with undefined pedestrian facilities was not safe or inviting to pedestrians.

Sidewalk with lighting and shade trees provide safe pedestrian pathways along the main corridor.



East side of road before buffer and bike lane was added as part of Phase II.



Added buffer and bike lane on the same segment of road in Los Molinos, looking north.

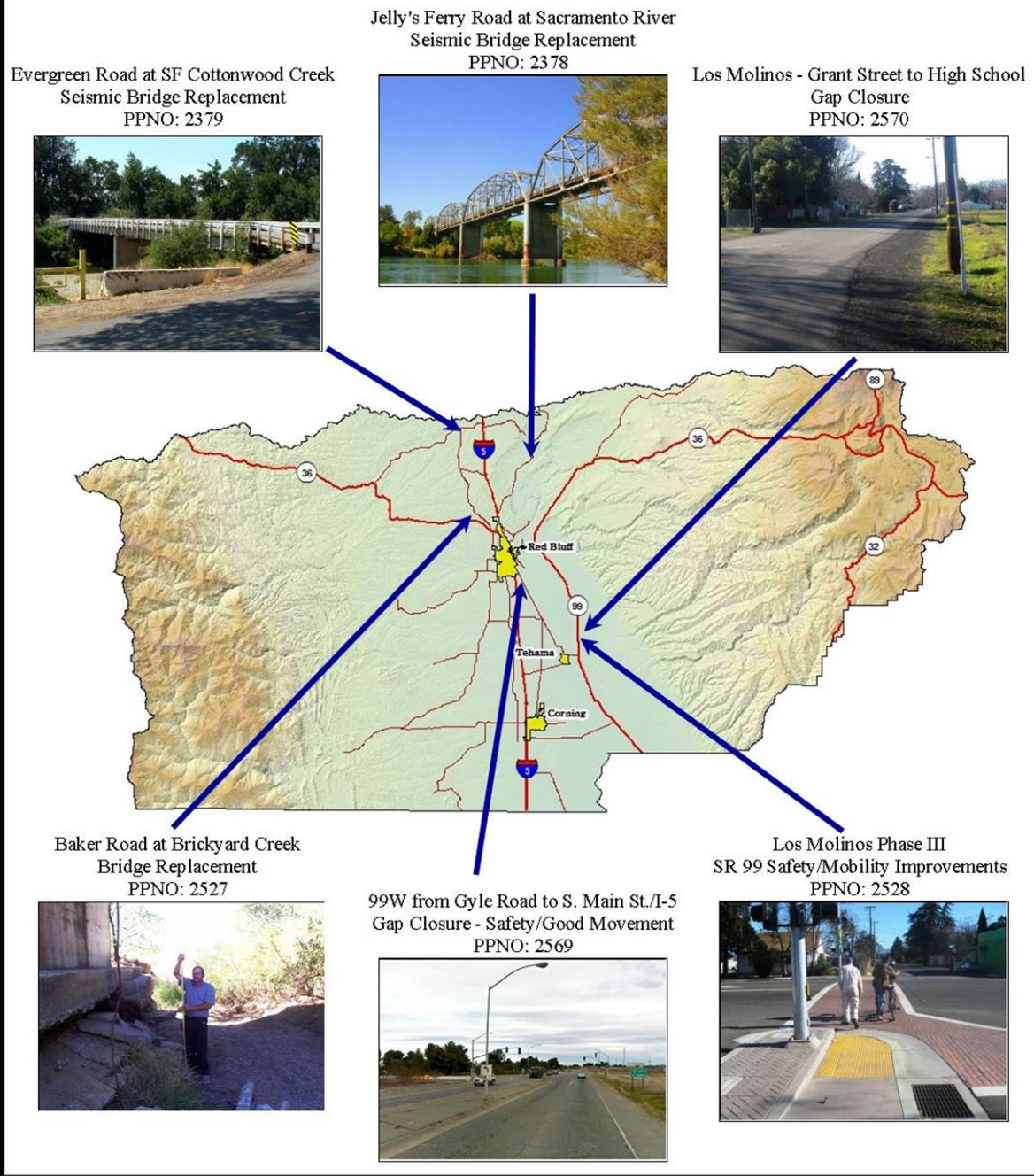
Rawson Road Bridge on new roadway alignment
2000' from Red Bluff City limits south of Red Bluff Airport



The Cottonwood Creek single lane bridge was replaced and the approach roadway was realigned to eliminate a dangerous 90 degree turn on west side of bridge.



2014 Tehama County RTIP



Overall Work Program (OWP)

Fiscal Year 2015-2016

Introduction

The Overall Work Program (OWP) serves as the key management tool identifying the activities and schedule of work for regional transportation planning in Tehama County. In general the OWP consists of three types of activities:

- State-mandated regional transportation planning programs undertaken concurrently throughout the state by the designated Regional Transportation Planning Agencies;
- Discretionary transportation planning programs that are specific to the Tehama County region and are oriented to solving problems unique to this planning region;
- Administration to support mandated and discretionary transportation planning programs.

The OWP defines project objectives and tasks, and identifies budgetary and staff requirements needed to meet these goals. In addressing current transportation issues and challenges, the OWP responds to local, state and federal planning requirements and priorities.

The planning process ensures TCTC's efforts are responsive to the changing needs and desires of the system's users. The 2015-2016 OWP covers a one year time period. The work program defines the degree of planning efforts which will be expended for the elements relating to the transportation system. This OWP is subject to financial constraints, as there are limited resources, such as funding, staff, and time, to address the wide range of complex issues. The planning activities within the OWP benefit the regional transportation system.

The OWP is the core regional transportation planning document and its core product is the Regional Transportation Plan (RTP). These two documents go hand-in-hand as the OWP activities support the RTP, and the development of the RTP is an OWP planning activity. The regional transportation projects are included in the RTP and the implementation of the projects occurs through the Regional Transportation Improvement Program (RTIP). Transportation projects must be in the RTP to be eligible for state and federal funds. Regulation and statutes authorizing regional transportation planning are found primarily in Title 23 and Title 49 of United States Code (USC), and in §§65080 et seq., and 29532 et seq., of the California Government Code. Governing regulations are found in the Code of Federal Regulations (CFR) and the California Code of Regulations. Generally stated, the OWP includes a description of what work is to be accomplished, when, by whom, as well as funding sources.

The OWP is administered by the Caltrans Office of Regional and Interagency Planning (ORIP) with assistance from Caltrans District 2. This year, the annual apportionment of Rural Planning Assistance (RPA) funds on a state-wide basis is \$6.5 million. Tehama County's apportionment of RPA funds for regional transportation planning activities is \$294,000.

Recent Accomplishments

Below is a snap shot of recent TCTC accomplishments. It is important to note that the discussion includes identification of projects delivered to the public as a result of the coordinated transportation planning process. Rural Planning Assistance (RPA) funds are used only for transportation planning activities as outlined in OWP guidance and appendix A (Planning Funds - Eligible Uses). The Programming, Planning and Monitoring (PPM) funds and/or specific grant funds financed the planning, coordination and public outreach activities related to capital project implementation. Local Transportation Funds (LTF) are local funds and used for transit planning and operations. Projects were delivered with appropriate capital funds. Economic stimulus, STIP or local dollars paid for construction.

- Completion and close out of four Blueprint grants.
- Fifth Blueprint grant work progressing and on-schedule.
- Completion of current trend scenario for year 2050 as well as wrapping up the first phase of the public outreach for the Blueprint Plan.

- Implemented county-wide GIS use and access to data layers.
- Participation in the North Valley Regional GIS Council and the Far Northern Regional GIS Council, including TCTC staff serving as Secretary and providing training and presentations. TAC member of the Shasta RTPA Regional GIS Platform responsible for regional GIS coordination, development and implementation.
- Adoption of Title VI Plan.
- Provided Local Transportation Funds (LTF) and data for the update of Local Streets and Roads Needs Assessment Report sponsored by California State Association of Counties, League of California Cities, County Engineers Association, California Regional Transportation Planning Agencies and the Rural Counties Task Force.
- Completion of Phase 2 Los Molinos Prop 1B bond project with Phase 3 planning underway.
- Active member of the North State Super Region (NSSR)
<http://www.superregion.org/index.htm>
- Continued partnership with the Susanville Rancheria providing shared use of the Red Bluff Bus and Ride for the tribe's route that goes from Susanville to Redding via State Route 36 and I-5. TCTC included the tribal transit schedule between Susanville and Redding TRAX transit website and facilitated inclusion of the tribal route information on Google Transit.
- Submittal of RTIP to CTC, which includes 13 complex and diverse projects totaling \$86.4M including Safe Routes to School and Phase III SR 99 projects in Los Molinos, 7 bridge replacement projects with two seismic bridge replacements, and a "Complete Streets"/Safety project in downtown Corning.

Funding For Recent Accomplishments

The above-mentioned tasks and accomplishments were completed with different funding sources and are an example of how rural agencies leverage funds to deliver plans and/or projects. Each funding source reimbursed TCTC or local agencies for eligible activities as conveyed in the below table:

Funding Source	Reimbursement of Eligible Activity
RPA	Transportation Planning, per OWP guidance; RTPA and cities, county will update planning MOUs for RPA funding Blueprint planning
LTF	TDA activities: Audits, Unmet Transit Needs, other transit tasks
PPM	Planning, Programming & Monitoring, per STIP Guidelines
RIP	All project development phases (PA&ED, PS&E, R/W, Con) per STIP Guidelines

The above list specifically **excludes** the following activities:

- Annual budget process;
- Annual State Controller Reports;
- Annual audit of TDA, STA, RPA, RIP, Prop 1B bond funds, etc.;
- Programming, Planning, and Monitoring STIP projects;
- 5310 reporting;
- Prop 1B Bond reporting for PTMISEA and CTAF funds;
- 5311 Program of Projects, Application, Standard Agreement, and Request for Reimbursement;
- 5311 reporting: DBE, MIS Drug & Alcohol, CHP inspections, NTD Data, Certifications & Assurances;
- Unmet transit needs process;
- Active Transportation;
- RSTP Exchange;
- Transit contract oversight;
- Community outreach of TRAX as a chamber of commerce member for Corning, Los Molinos, Red Bluff- Tehama County.

Overall Work Program Summary

Emphasis continues to be on state and regional planning, improving planning technology and communication, and multimodal planning, supplemented by grant funded studies and projects. TCTC provides state rural planning assistance (RPA) funds to the incorporated cities and the county to ensure participation in the transportation planning process.

This program consists of 13 work elements (WE), including the Caltrans Information Element (WE 611). WE 600, 600 GOV, 600 RCTF, 602, 602 PK, 602 OUT, 603, 604, 606, and 607 consist of ongoing and continuous planning objectives. WE 608 is for an updated RTPA handbook. WE 700 is specifically for the RTP update.

The direct cost for hourly salary rates are the basis of the RPA budget in this OWP. TCTC and incorporated cities do NOT have an indirect cost allocation plan (ICAP) with the state. All stakeholders involved are rural agencies and ICAP's are not feasible.

Organization

The Tehama County Transportation Commission (TCTC) is a local transportation commission that functions as the regional transportation planning agency (RTPA) for the county and incorporated cities. The six (6) member commission consists of three (3) county supervisors, and one (1) council member from each of the three (3) incorporated cities: Corning; Red Bluff; and Tehama.

TCTC was formed in 1971. In June 1973, a memorandum of understanding (MOU) was enacted between Caltrans and TCTC. An updated MOU was approved by TCTC in August 1995 and again in April of 2012. By-laws, mission, vision and value-statements were adopted by TCTC in March 2003, as well as the establishment of the Tehama County Transit Agency Board (TCTAB).

The executive director (Tehama County Director of Public Works) provides leadership and guidance to the TCTC. The executive director also chairs the RTIP/STIP technical advisory committee (TAC). The deputy director reports to the executive director managing the division of transportation planning and public transit. The senior transportation planners report to the deputy director.

The mission of TCTC/TCTAB is to maintain and improve mobility and access for the people, goods movement and services in and through Tehama County. The vision of TCTC is to promote a reliable, flexible, efficient and safe transportation system throughout Tehama County. Appendix A provides an organizational chart and roster of the TCTC, RTPA staff, and RTIP/STIP TAC and TPAC.

Agency Coordination

TCTC promotes the policy that maximum coordination among all government entities responsible for serving the traveling public is essential. Upon implementation of Senate Bill 45 (reform of the State Transportation Improvement Program), TCTC appointed the RTIP/STIP technical advisory committee (TAC). The TAC provides coordinated technical expertise to TCTC. It functions as a partnership with representation from the RTPA, county, cities of Corning, Red Bluff, Tehama and Caltrans District 2. Working members include city and county public works directors, city managers, RTPA staff, and Caltrans District 2 representatives. Meetings are usually held bi-monthly or quarterly, typically two weeks before commission/transit agency meetings.

A major function of the TAC is to recommend the programming and delivery of transportation projects for the region. The TAC also reviews transportation planning studies and provides recommendations to the TCTC as needed. This also includes consultation with the Paskenta Band of Nomlaki Indians tribal government as well as outreach efforts to traditionally under-represented and under-served populations such as elderly, low income, persons with disabilities, minority communities, groups and community leaders. This coordination is essential to regional success.

Caltrans District 2 is a voting and working partner in the TAC. TCTC makes every effort to work cooperatively with District 2 and Caltrans headquarters. A partnership approach is taken when planning transportation projects. Input is received and discussed from all levels. This fluid communication provides for a more in-depth planning process and increased opportunities for input from the public and stakeholders.

Regional input and coordination for public transit is achieved through the TAC as well; however, the transit contractor and SSTAC representative are included in transit planning. The Tehama County Transit Agency Board (TCTAB) membership consists of the same city and county representatives as TCTC. The transit agency board meets in conjunction with TCTC.

To ensure Native Americans are included in coordination, planning, project funding, and transit planning, representatives of the Paskenta Band of Nomlaki Indians and Greenville Rancheria are invited and encouraged to attend the RTIP/STIP technical advisory committee (TAC), transit policy advisory committee (TPAC), commission and transit agency meetings. Agendas for TAC, commission, and transit agency meetings are routinely distributed in advance by email and posted on the TCTC website. The minutes of TCTC and TCTAB meetings are posted on the website.

Tribal Government Coordination

TCTC and TCTAB staff work cooperatively with the Paskenta Band of Nomlaki Indians tribal government and the Greenville Rancheria. These efforts include the above-mentioned public outreach in addition to government-to-government relations and activities. Tribal representatives are encouraged to attend and participate in planning activities. Representatives are consistently invited to attend all TCTC, transit agency board, and technical advisory committee meetings.

Planning Objectives and Issues

Consistency: TCTC develops and implements numerous planning documents on an ongoing basis. It is the goal of TCTC to produce plans that are timely, reflect best planning practices, are consistent with each other, and are in accordance with the overall goals and objectives of the community. Planning documents include, but are not limited to, the overall work program (OWP), regional transportation plan (RTP), coordinated public transit - human services transportation plan, Tehama County Bikeways Plan, Fix Five Nexus Fee Study, and intelligent transportation systems plans (ITS). These efforts are coordinated with the general plans for the cities and the county.

Agency Coordination, Public Outreach and Environmental Justice: Public outreach and environmental justice are integrated into all phases of the planning process. All TCTC and TCTAB agendas are noticed in the newspaper and posted in public places to encourage participation. Public comments are encouraged through the public comment period during TCTC meetings, websites, and scheduling of public hearings in conjunction with TCTC/TCTAB meetings and the distribution of plans/studies. Transportation related matters are presented during evening city council meetings and morning county board of supervisor sessions. Press releases and public service announcements are distributed to local media. TRAX (Tehama Rural Area Express), the regional transit system, is a member of the following chambers of commerce: Tehama County–Red Bluff, Corning, and Los Molinos.

A concerted effort is made by TCTC/TCTAB to engage the public, agencies, and stakeholders. In addition to the above-mentioned outreach, TCTC staff documents tribal government-to-government relations as well as outreach efforts with traditionally under-represented and under-served populations and community leaders. Early and continuous public participation is consistent with the provisions of MAP-21, as well as being an essential practice of the agency. Public outreach and environmental justice are incorporated in transportation plans and processes, such as the regional transportation plan (RTP), air quality planning, Federal Transit Administration (FTA) grants including FTA 5310 and 5311 projects, STIP projects, active

transportation planning, requests for proposals (RFPs), unmet transit needs hearings, ADA planning for transit, and social services transportation advisory council (SSTAC) coordination.

Efforts to reach and engage minority populations, non-English speaking populations, community-based organizations, and local non-profits are routinely performed. Examples include the adoption of a Title VI Plan, distribution of a bilingual transit rider's guide, a recent bilingual transit survey, and bilingual unmet transit needs notices.

Community outreach methods to garner input from disadvantaged groups include but are not limited to coordination with: Senior Nutrition, social services, CalWORKS, tribal members, the commission on aging, North Valley Services, Disability Action Center, and public transit riders. Concerns and ideas resulting from these outreach activities are integrated into plans, projects and policy through TCTC/TCTAB staff reports and public hearings, such as those for the unmet transit needs.

TCTC/TCTAB encourage the coordination of transportation and transit programs, particularly those serving seniors, persons with disabilities, and those with limited means. This public participation is a critical part of the unmet needs process. These efforts need to be in the discussion of public participation, however it must be noted *this activity is funded by Local Transportation Fund (LTF) dollars.*

Environmental Process: The environmental processes in Tehama County involve public input and agency coordination. The regional transportation plan (RTP) and implementation of all other transportation projects follow the appropriate California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. Every effort is made during the planning process to address environmental issues. Furthermore, the environmental process goes into great depth on a project-specific basis. All environmental impacts, aspects, and cultural resources are evaluated and studied. Environmental justice and all socio-economic impacts are also addressed.

Americans with Disabilities Act (ADA): All Title VI, Americans with Disabilities Act (ADA) requirements are addressed on a project-specific basis. ADA awareness and concerns are discussed and reviewed during the planning process. In 2000, TCTC adopted an ADA complementary paratransit plan for public transit. In February 2005 the ADA complimentary paratransit plan was updated. In July 2005, ParaTRAX, the regional complementary paratransit service, was successfully transitioned to ADA only and general public riders were integrated into the fixed route system, TRAX. Requests for service by persons with disabilities outside of Red Bluff are addressed by complementary paratransit.

Air Quality: Tehama County is part of the Northern California Air Basin and its designated attainment status recently changed. Tehama County has been designated non-attainment for Federal Ozone and PM₁₀ Standards. Staff has commenced transportation planning and research regarding the programming of Congestion Management Air Quality (CMAQ) funding. This is a new process and transportation funding source for TCTC. Staff is coordinating the Caltrans Office of Federal Transportation Management Program and RCTF members that receive CMAQ Funding: The change in federal air quality attainment will require modifications to the RTP. In April 2014, a CMAQ application was submitted by Tehama County.

The Tehama County Air Pollution Control District has proposed rules to mitigate emissions resulting from new development and this was coordinated with the TCTC. The discussion also included possible impacts to transportation projects due to the anticipated non-attainment designation for Federal Ozone and PM₁₀ Standards.

TCTC recognizes the importance of reducing greenhouse gas emissions and looks for opportunities to incorporate the emerging practices into the work elements of the OWP. Staff participated in the California Transportation Commission's Regional Transportation Plan (RTP) guidelines update to address

greenhouse gas emissions. Tehama County Public Works and the incorporated cities' heavy equipment fleet purchasing plans are being implemented and phased in as funding is available. The regional transit fleet procurement is also working closely with the Tehama County Air Quality District and representatives of the California Air Resources Board (CARB).

MAP-21 Planning Factors: The current federal highway bill MAP-21, Moving Ahead for Progress in the 21st Century was signed into law on July 6, 2012 and it replaced the previous federal highway bill SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users. MAP-21 has been extended by continuing resolution.

The following information regarding MAP-21 was made available by the Caltrans ORIP web page and has been inserted into the OWP for informational purposes:



Federal Highway Administration
California Division

December 13, 2012

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Mr. Malcolm Dougherty
Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Garth Hopkins, Chief - Office of Regional and Interagency Planning

SUBJECT: California Planning Emphasis Areas for 2013

Dear Mr. Dougherty:

The letter is to transmit the 2013 Planning Emphasis Areas (PEAs). The PEAs are policy, procedural and technical topics to be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The PEAs in the attachment address objectives identified in Federal Highway Administration (FHWA) Strategic Plans. They also address a mix of planning issues and priority topics identified during ongoing reviews of metropolitan and statewide transportation planning processes as requiring additional work.

The FHWA and FTA view these PEAs as critical elements of the transportation planning process and highly encourage the California Department of Transportation (Caltrans) and all California MPOs to include each PEA within their respective planning processes. If you have any questions or concerns, please contact Jack Lord, Planning and Air Quality Team Leader at jack.lord@dot.gov or (916) 498-5888.

Sincerely,

For
Vincent P. Mammano
Division Administrator

Attachment

California Planning Emphasis Areas For Program Year 2013

Planning emphasis areas (PEAs) are policy, procedural and technical topics that should be considered by Federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs.

The Federal Highway Administration (FHWA) California Division and Federal Transit Administration (FTA) Region IX have determined that the areas of emphasis for California's transportation planning and air quality program in Federal FY 2013 are:

- Core Planning Functions
- Performance Management
- Safety
- Livability/Sustainability
- State of Good Repair

Core Planning Functions

MPOs are reminded that their Overall Work Programs (OWP) must identify the Core Planning Functions and what work will be done during the program year to advance those functions. The Core Functions can be found in 23 CFR 450, Subpart C, and typically include:

- Overall Work Program
- Public Participation and Education
- Regional Transportation Plan
- Federal Transportation Improvement Program
- Congestion Management Process (required for TMAs)
- Annual Listing of Projects

The Moving Ahead for Progress in the 21st Century (MAP-21) legislation provides metropolitan transportation planning program funding for the integration of transportation planning processes in the MPA (i.e. rail, airports, seaports, intermodal facilities, public highways and transit, bicycle and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPA. The FHWA and FTA request that all Metropolitan Planning Organizations (MPOs) review the Overall Work Plan (OWP) development process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for FHWA and FTA combined planning grant funding available to the region. The MPO OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e. activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished, including how they support the Federal transportation planning process (see 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

MAP-21 Planning Factors

The chart below, listed by work element (WE), illustrates the MAP-21 Planning Factors as they relate to the federal planning factors.

MAP-21 Planning Factors	600	600 GOV	600 RCTF	601	602	602 PK	602 OUT	603	604	606	607	608	700	708
1. Support the economic vitality of the United States, the States, and the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency	X	X	X	X	X		X	X	X	X		X	X	X
2. Increase the safety of the transportation system for motorized and non-motorized users	X			X			X		X	X	X		X	X
3. Increase the security of the transportation system for motorized and non-motorized users	X	X		X		X	X		X	X				
4. Increase the accessibility and mobility options available to people and for freight	X	X	X	X		X	X		X	X		X	X	
5. Protect and enhance the environment, promote energy conservation, and improve quality of life	X	X		X			X	X	X	X	X	X	X	
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight	X	X	X	X	X	X		X	X	X	X	X	X	
7. Promote efficient system management and operation	X		X	X	X	X	X	X	X	X	X	X	X	X
8. Emphasize the preservation of the existing transportation system	X	X	X	X	X	X		X	X	X		X		X

Work Element 600 RTPA Coordination

Purpose

Work Element (WE) 600 reimburses TCTC for the coordinating the transportation planning process. TCTC provides funds to the county and cities for their staff to engage in regional transportation planning and coordination. Local coordination and communication among various stakeholders such as, Caltrans District 2, public works managers, City of Tehama Clerk, city managers, planning directors, the air pollution control district, environmental health, public health, local schools, and law enforcement is essential to the regional transportation planning process.

Previous Work

RTPA coordination activities are long-standing tasks of TCTC and are included in each OWP.

Tasks

1. Learning ways to incorporate concepts of active transportation and complete streets into the rural transportation system. (Ongoing)
2. Coordinate with agencies, tribes, community leaders, and the public regarding transportation projects and related land use planning (Ongoing)
3. TAC meetings and recommendations from TAC to TCTC/TCTAB (Ongoing)
4. Coordinate with Caltrans District 2 to conduct long-range planning regarding the effects of local traffic to state highways. (As Needed)
5. Develop and/or modify tools that allow for better assessment of transportation impacts on local communities. (Ongoing)
6. Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs. (Ongoing)

Products

1. Comments on projects and or policy of regional and state significance. (As needed)
2. Recommendations and findings from TAC to TCTC. (Ongoing)
3. Providing a regional approach for transportation issues via correspondence and communication to other government agencies and jurisdictions. (As needed)

Work Element 600 Funding				
RTPA Coordination	RPA Funds	LTF	PPM	TOTAL
RTPA	\$80,000	\$10,000	\$10,000	\$100,000
				\$0
TOTAL	\$80,000	\$10,000	\$10,000	\$100,000

Work Element 600 GOV

Intergovernmental Coordination

Purpose

Work Element 600 GOV enables TCTC staff to be actively involved in planning efforts of the cities, county, state and federal agencies. Strong interagency partnerships foster coordination and cooperation within the region on transportation issues. TCTC stays informed and involved to ensure that the transportation needs of Tehama County residents are being met. Active involvement reduces redundant efforts and enhances the opportunity to partner on projects so transportation funds can be used in a timely and efficient manner.

Previous Work

Intergovernmental coordination activities are long-standing tasks of TCTC and are included in each OWP.

TCTC participates in the following technical advisory committees:

- Tehama County Transportation Commission Technical Advisory Committee (TAC)
- Regional Transportation Planning Agency Forum (RTPA Group)
- Rural Counties Task Force (RCTF) (see WE 600 RCTF)
- North State Super Region (NSSR)
- Far Northern Regional GIS Council (FNRGC)
- North Valley Regional GIS Council (NVRGC)
- State Route 99 Safety Task Force

TCTC is a member or participates in the activities of the following organizations:

- California Transportation Foundation (CTF)
- Corning Chamber of Commerce
- Los Molinos Chamber of Commerce
- Red Bluff – Tehama County Chamber of Commerce
- California Association for Coordinated Transit (CalACT)

Tasks

1. Attend and participate in California Transportation Commission meetings. (Per schedule)
2. Participate in Regional Transportation Planning Agency meetings. (Per schedule)
3. Attend city council and board of supervisors meetings as needed. (As needed)
4. Review and comment on local transportation plans and projects. (Ongoing)
5. Hold trainings and technical workshops for stakeholders. (As needed)
6. Participate in Caltrans training and coordination meetings. (Ongoing)

Products

1. Meeting notes from various meetings and trainings to report to TCTC commissioners and share with regional partners. (Per schedule)
2. Coordinated transportation plans among agencies. (Ongoing)
3. Technical training and materials to reference. (As needed)

Work Element 600 GOV Funding				
Intergovernmental Coordination	RPA	LTF	PPM	TOTAL
RTPA	\$8,000	\$0	\$10,000	\$18,000
TOTAL	\$8,000	\$0	\$10,000	\$18,000

Work Element 600 RCTF

Rural Counties Task Force

Purpose

This element provides the resources necessary for attendance of bimonthly RCTF meeting by TCTC staff. The RCTF was created to represent the 26 rural counties to the CTC. The bimonthly meetings are held at Caltrans headquarters in Sacramento and provide an opportunity for rural county representatives to discuss issues, stay informed on transportation topics, and coordinate with other rural counties and Caltrans.

Previous Work

Since 2014, the TCTC senior transportation planner was elected secretary to the Rural Counties Task Force. The secretary is charged with taking meeting minutes, tracking committee and subcommittee representatives, and assisting the chair.

Tasks

1. Take minutes at the bimonthly meeting. (Bimonthly)
2. Track RCTF representation on statewide and RCTF committees. (Ongoing)
3. Assist chair with letters, coordination of agenda, and action items. (Ongoing)

Products

1. Minutes from each meeting with a list of action items that need to be follow up on for completion before the following meeting. (Bimonthly)
2. Maintain a list of appointed representatives from the RCTF to statewide and internal committees. (Ongoing)
3. Compile handouts from each meeting and maintain RCTF binder. (Bimonthly)

Work Element 600 RCTF Funding				
Rural Counties Task Force	RPA	LTF	PPM	TOTAL
RTPA	\$5,000	\$0	\$3,000	\$8,000
TOTAL	\$5,000	\$0	\$3,000	\$8,000

Work Element 601 State and Federal Programming

Purpose

TCTC staff is responsible for prioritizing and recommending projects to use available state and federal transportation funds including those from the State Transportation Improvement Program (STIP), and the federal bill. These funds, local funds, and various other funds are used to implement the projects identified in the Regional Transportation Plan (RTP). Through this prioritization process, a Regional Transportation Improvement Program (RTIP) is developed.

The purpose of the RTIP is to identify the region's transportation improvement projects that are eligible for STIP funding. The RTIP is completed every two years to program available funds on priority projects on the state highway system and local streets and roads. The projects are reviewed and analyzed by the technical advisory committee (TAC), which is comprised of a representative from the cities of Corning, Red Bluff and Tehama, as well as the county and Caltrans. Upon TCTC adoption, the RTIP is submitted to the CTC and Caltrans each December 15th on odd years. The RTIPs are reviewed by CTC staff for inclusion into the STIP which is a 5 year program of projects adopted every two years.

Previous Work

Programming activities are long-standing tasks of TCTC and are included in each OWP.

Tasks

1. Hold TAC meetings to discuss the STIP Fund Estimate (FE) and provide local agencies with information for programming projects. (Sept 2015)
2. Meetings with District 2 and stakeholders to discuss state highway needs and opportunities for partnership. (Ongoing)
3. Analyze currently programmed projects and adjust funding and schedule. (Oct 2015)
4. Finalize regional priorities and programming for approval of TAC and adoption by TCTC for programming into the STIP. (Dec 2015)
5. Submit RTIP to CTC and Caltrans. (Dec 2015)

Products

1. Planning/programming documents submitted to CTC. (Dec 2015)
2. Handouts for CTC North State STIP hearing. (April 2016)
3. Transportation planning activities and project monitoring related to RTIP. (Ongoing)

Work Element 601 Funding				
State & Federal Programming	RPA	LTF	PPM	Total
RTPA	\$6,000	\$0	\$30,000	\$36,000
TOTAL	\$6,000	\$0	\$30,000	\$36,000

Work Element 602 OWP

Purpose

Planning and preparing the Overall Work Program (OWP) is critical to the Tehama County Transportation Commission functioning as the regional transportation planning agency (RTPA) of Tehama County. The OWP is a vital tool that ensures TCTC meets the mandated planning responsibilities required of all RTPAs.

WE 602 includes coordination and participation with Caltrans regarding the OWP. Local funds will be used to fund annual audits and the triennial performance audit.

Previous Work

Preparing, adopting, and amending the annual OWP and the annual Overall Work Program Agreement (OWPA), are long-standing tasks of TCTC and are included each year.

Tasks

1. Monitor the progress of the 2015-2016 OWP including amendments. (As needed)
2. Prepare 2015-2016 OWP invoices and quarterly reports. (Quarterly)
3. Mid-year review. (Feb 2016)
4. Prepare the draft 2016-2017 OWP. (Feb-Mar 2016)
5. Submit Annual Audits and State Controller Reports. (May 2016)

Products

1. 2015-2016 OWP quarterly invoices, reports, and related documents. (Quarterly)
2. Annual audits and Triennial Performance Audit. (As adopted)
3. Correspondence. (As needed)
4. Policy/project updates to TAC/TPAC/TCTC/TCTAB (Per schedule)
5. Final adopted 2016-2017 OWP/OWPA (May 2016)

Work Element 602 Funding				
OWP	RPA	LTF	PPM	TOTAL
RTPA	\$22,000	\$45,000	\$10,000	\$77,000
TOTAL	\$22,000	\$45,000	\$10,000	\$77,000

Work Element 602 PK TCTC & TCTAB Packet Preparation

Purpose

TCTC and TCTAB hold bimonthly meetings. Staff time is needed to prepare the agenda, agenda items, and corresponding documents. Staff also presents items, coordinates with other agencies, determines scheduling, and attends meetings. It is important to keep TCTC/TCTAB and the public informed and involved in current transportation issues. Preparing accurate informative agenda items on statewide and local issues is necessary for proper governance and decision making.

Tasks

1. Provide support to TCTC/TCTAB, stakeholders, and the public. (Ongoing)
2. Coordinate meetings, programs, and activities between the County, cities, tribal governments, and state and federal agencies to achieve comprehensive planning. (Ongoing)
3. Present regional and local plans to TCTC/TCTAB for adoption and acceptance. (As needed)
4. Prepare presentations for TCTC/TCTAB. (Per schedule)

Products

1. Completed commission packet agendas and items. (Per schedule)
2. Minutes and website postings. (As needed)
3. Resolutions authorizing planning tasks. (Ongoing)

Work Element 602 PK Funding				
TCTC & TCTAB Packet Preparation	RPA	LTF	PPM	TOTAL
RTPA	\$10,000	\$13,000	\$10,000	\$33,000
TOTAL	\$10,000	\$13,000	\$10,000	\$33,000

Work Element 602 OUT Public Outreach & Education

Purpose

This work element provides the resources necessary to inform and educate local agencies, tribal governments, organizations, stakeholders, and the public on important local and regional transportation issues. Educating and informing appropriate agencies, groups, and the public enables feedback and consensus to be reached on issues that impact the daily lives of Tehama County residents. Outreach includes using the media or social media to inform interested parties about the planning efforts of the TCTC.

Tasks

1. Develop presentations and handouts for public meetings. (Ongoing)
2. Conduct outreach to under-represented and underserved populations as outlined in the Transit Title VI Program. These groups include the elderly, disabled, low income, minorities and community groups. (Ongoing)
3. Post agency announcements and planning documents to the TCTC website. (As needed)
4. Prepare press releases and public notices. (As needed)
5. Small group and one-to-one discussions with community groups and the public (As needed)

Products

1. Emails, web-postings, and attend community meetings/events. (Ongoing)
2. Presentations and PowerPoints that inform and educate. (Ongoing)
3. Updated website with relevant plans and announcements. (Ongoing)
4. Materials and handouts for enhanced public outreach. (Ongoing)
5. Input on transportation issues from underserved populations. (Ongoing)

Work Element 602 OUT Funding				
Outreach & Education	RPA	LTF	PPM	TOTAL
RTPA	\$3,500	\$0	\$2,000	\$5,500
TOTAL	\$3,500	\$0	\$2,000	\$5,500

Work Element 603 GIS & ITS

Geographic Information System & Intelligent Transportation Systems

Purpose

Work Element 603 provides funding to build, maintain, and improve the technology required to support and enhance transportation, land use, and transit planning in Tehama County. The technology includes Geographical Information System (GIS) and Intelligent Transportation Systems (ITS) planning, as well as the associated hardware, software, and training needed to perform and communicate planning efforts with other agencies, tribal governments, community groups, and the public.

GIS and the related technology play key roles in numerous projects of regional and statewide significance such as Blueprint Planning scenario modeling. TCTC/TCTAB uses technology and software to maximize communication and coordination with limited staff and resources. This element provides essential hardware, software, and related technology for regional planning purposes and ensures existing technology does not become obsolete.

ITS planning can improve safety, mobility, and capacity through the use of technology in place of, or in conjunction with, traditional transportation infrastructure projects.

Previous Work

TCTC provides funding through the OWP to support GIS programs for planning purposes. GIS technology is utilized by Tehama County, all three incorporated cities, and TCTC. GIS data layers are being improved and expanded due to the Blueprint planning efforts.

- An extensive GIS data library has been compiled. These include topographical maps, current and archival imagery, environmental and other thematic data for use by TCTC and other agencies. Transportation layers such as trails, bikeways, roads, and other infrastructure have been created or updated for widespread use by Tehama County agencies, local and regional partners, and the public.
- The Tehama County Planning Department General Plan website continues to be hosted by TCTC to provide information to the public on the zoning that occurred as a result of general plan implementation. The long-term circulation needs included in the Tehama County Regional Transportation Plan and General Plan update have been mapped and distributed using GIS technology.
- TCTC continuously coordinates with and supports other county departments, including but not limited to emergency first responders, planning, administration, county counsel, public works, sheriff's, clerk/recorder/elections, assessor, and tax collectors offices. In addition, TCTC participated in the Far Northern Regional GIS Council including the technical advisory committee for the Regional GIS Platform, and with ITS planning at Caltrans District 2.

Tasks

1. Maintain base maps, including the 2015 RTP online viewer complete with proposed projects, county-wide parcels, road centerlines, bikeways, trails, bridges, transit routes, transit stops, and other infrastructure within the public right-of-way. (Ongoing)
2. Develop or acquire new datasets that enhance transportation and transit planning technology, such as aerial photography, demographic databases and address data. (Ongoing)
3. Establish enterprise-level GIS services to better serve the RTPA and partner departments and agencies with data and map services related to transportation planning. (Ongoing)
4. Review and process annual ESRI software maintenance agreement and invoice. (Sept 2015)
5. Enhance road and parcel layers to include address ranges. (Dec 2014)
6. Coordinate and consult with tribal governments. (Ongoing)
7. Research necessary hardware and software to determine best value. (Ongoing)

8. Obtain needed hardware, software, and related technology to perform required regional planning, coordination, and communication. (Ongoing)
9. Coordinate with Caltrans D2 and regional stakeholders on ITS architecture. (Ongoing)
10. Explore applications for ITS in rural areas for transportation and transit. (Ongoing)

Products

1. GIS datasets available to agencies and public. (Ongoing)
2. GIS data and maps to support transportation and transit planning. (As Needed)
3. Interactive online map services and timely TCTC and California Transportation Investment System website. (Ongoing)
4. GIS integration of County CarteGraph Bridge, Pavement, and Sign databases. (Ongoing)
5. Transportation and transit presentations for meetings and online posting. (Ongoing)
6. Color documents, photography and graphics related to transportation planning. (Ongoing)
7. Digital backups of transportation planning documents. (Ongoing)
8. Documents and data available to the public. (Ongoing)

Work Element 603 Funding				
GIS & ITS	RPA	LTF	PPM	TOTAL
RTPA	\$26,500	\$0	\$0	\$26,500
<i>GW IT Assistance</i>	\$7,500	\$0	\$0	\$7,500
<i>GIS ERSI Software</i>	\$8,200	\$0	\$0	\$8,200
TOTAL	\$42,200	\$0	\$0	\$42,200

Work Element 604 Multimodal Planning

Purpose

Work Element 604 provides transportation planning for community airports, regional transit, and bicycle/pedestrian trails to support the goal of TCTC/TCTAB to enhance public and social service coordination and provide effective and efficient use of multimodal facilities in Tehama County. These efforts complement statewide goals to reduce greenhouse gas emissions and local goals to preserve and improve the quality of life in Tehama County.

The Social Service Transportation Advisory Council (SSTAC) is involved in the unmet transit needs process and project delivery of improvements in the Tehama County Coordinated Public Transit–Human Services Transportation Plan.

The cities of Corning and Red Bluff will complete ground access aviation planning work as required. TCTC will monitor aviation planning performed by the cities of Corning and Red Bluff to ensure consistency with their airport master plans, airport land use compatibility plans, and the TCTC Regional Transportation Plan (RTP). Planning efforts are consistent with complete streets concepts and “Health in All Policies” and are considered if feasible when planning transportation projects.

Previous Work

- TRAX (Tehama County Area Rural Express) launched Google Transit Trip Planner.
- Grant applications were awarded through the state and federal Safe Routes to School programs (Evergreen & Los Molinos schools).
- Updated of the Coordinated Human Services Transportation Plan, required by MAP-21.
- The cities of Corning and Red Bluff have prepared the California Aviation Capital Improvement Plans (CACIP) for their respective airports. This information is used for the RTP as well as the impacts of airport service on other modes of travel within the region.
- Updates of the Tehama County Health Partnership Report Card.

Tasks

1. Monitor transit reports, transportation facilities and plan service improvements. (Ongoing)
2. Conduct annual unmet transit needs hearing process, including outreach with under-represented and under-served populations. (Oct 2015)
3. Develop transit reports for TCTAB. (Ongoing)
4. Coordinate transit route planning with multimodal planning, land use planning and developments. (Ongoing)
5. Coordinate with the cities, county, and District 2 to create the Tehama County Active Transportation Plan. (Sept-Jun)
6. Utilize local agency capital improvement plans (CIP) to update the RTP. (Sept 2015)
7. Attend airport managers meetings and perform airport ground access planning. (As needed)

Products

1. Transit reports, statistics and performance monitoring data. (Monthly)
2. Meeting packets for SSTAC. (As needed)
3. Recommendations from SSTAC. (As needed)
4. Updated airport capital improvement plans incorporated into the RTP. (Sept 2015)
5. Trail infrastructure maps and information for Tehama County website. (Mar 2016)

RPA funds the cities of Corning & Red Bluff for ground access planning for their community airports. Non-planning Transportation Development Act (TDA) activities such as fulfilling TDA requirements and administration are funded by LTF.

Work Element 604 Funding				
Multimodal Planning	RPA	LTF	PPM	TOTAL
RTPA	\$30,000	\$30,000	\$0	\$60,000
TOTAL	\$30,000	\$30,000	\$0	\$60,000

Work Element 606 Sustainable Planning

Sustainable planning is designed to create vibrant healthy communities and preserve transportation improvements throughout Tehama County. Sustainable planning analyzes the impact transportation options have on communities and corridors and works to reduce those impacts. Sustainable planning explores goods movement, inter- and intraregional travel, seasonal travel and seeks ways to minimize their impacts. Sustainable planning includes planning to implement complete streets elements, trails, and aesthetically pleasing transportation elements close to high density/mixed use developments and commercial centers. Sustainable planning works with agencies, cities, communities, community groups, agricultural organizations, and citizens to educate, gather and share information, coordinate, reduce impacts of transportation, and improve the vibrancy and livability of communities. It also supports sustainable community efforts that will preserve transportation infrastructure.

Tasks

1. Work with the Los Molinos Chamber to promote walking and cycling by maintaining improvements of the SR 99 Bond project. (Ongoing)
2. Support the City of Corning to develop an active transportation plan. (Ongoing)
3. Work with the City of Corning to minimize the impacts of goods movement associated with the South Avenue interchange. (Ongoing)
4. Coordinate with Caltrans to include complete streets elements and improve multimodal transportation on state highways that transverse Tehama County. (Ongoing)
5. Work with outlying communities on developing multimodal connections to key destinations/population centers. (Ongoing)
6. Educate citizens on transportation issues impacting their community and work together to come up with solutions. (Ongoing)

Products

1. Agreements with community groups to assist with maintenance of transportation infrastructure. (As needed)
2. Increased multimodal transportation options on the state highway system. (Ongoing)
3. Documented community vision of needed transportation infrastructure. (Ongoing)
4. Planned projects ready to seek grant funding. (Ongoing)

Work Element 606 Funding				
Sustainable Planning	RPA	LTF	PPM	TOTAL
RTPA	\$3,000	\$0	\$0	\$3,000
TOTAL	\$3,000	\$0	\$0	\$3,000

Work Element 607 Air Quality Planning

Purpose

The purpose of Work Element 607 is to address air quality planning in Tehama County as it relates to transportation. Tehama County is part of the Northern California Air Basin and its designated attainment status recently changed. Tehama County has been designated non-attainment for Federal Ozone and PM-10 Standards.

Staff has commenced transportation planning and research regarding the programming of Congestion Management Air Quality (CMAQ) funding. This is a new process and a new transportation funding source for TCTC/TCTAB. Staff is coordinating with Caltrans District 2, the Caltrans office of Federal Transportation Management Program, and RCTF members that also receive CMAQ funding. The change in federal air quality attainment will require modifications to the RTP.

Planning work is focused on meeting Environmental Protection Agency (EPA) and California Air Resource Board (CARB) requirements to reduce Nitrogen Oxides (NO_x) and Particulate Matter (PM) emissions in the state, as well as coordinating with the Tehama County Air Pollution Control District to review impacts of land development proposals, and public works and transit operations to comply with fleet replacement targets and deadlines. Compliance efforts will be focused on analysis of NO_x and PM regulations as it affects public works and transit fleets in Tehama County. Procurement of new equipment and buses that meet current air quality standards is being phased in for both transit and public works fleets.

The federal Environmental Protection Agency (EPA) sets standards under the Federal Clean Air Act. As of 1997 there are new standards for ozone, PM₁₀ and PM_{2.5}. The Tuscan Buttes, in Tehama County, is a new rural air quality non-attainment area for 2008 ozone. CMAQ provides funding to support transportation projects/programs that help improve air quality and reduce congestion. This new challenge for TCTC/TCTAB and regional stakeholders will provide opportunities to improve the air quality, health, and active transportation components of the region. TCTC/TCTAB appreciates the assistance from Caltrans headquarters and district staff regarding air quality planning.

Previous Work

Staff participated in the CTC workshops to update the guidelines for regional transportation plans and to include new direction regarding greenhouse gas emissions. Staff reviewed draft guidelines and coordinated with RCTF on the content of the proposed guidelines.

Tasks

1. Participate in federal and state transportation-related air quality planning activities. Activities include researching CMAQ program, review of air quality regulations and standards, and identifying CMAQ eligible project types. (Ongoing)
2. Collaborate and network with RCTF members that currently receive CMAQ funds. (Ongoing)
3. Collaborate and educate regional stakeholders on eligible CMAQ projects. (Ongoing)
4. Conduct emission analysis for public works and transit fleets. (Ongoing)
5. Coordinate with the Tehama County Air Pollution Control District regarding development projects and fleet emissions. (July 2014)

Products

1. Emissions analysis, data and reports, and traffic counts. (Ongoing)
2. Fleet Rule Compliance Plan for public works and transit fleets. (TBD)
3. Submit programming documents to Caltrans as required. (TBD)

Work Element 607 Funding				
Air Quality Planning	RPA	LTF	PPM	TOTAL
RTPA	\$10,000	\$0	\$0	\$10,000
TOTAL	\$10,000	\$0	\$0	\$10,000

Work Element 608 RTPA Handbook

Purpose

WE 608 will fund the update of the RTPA handbook. The handbook was prepared as a guide on the organization, function, responsibilities, authority, and procedures of the Tehama County Transportation Commission. It also includes execution of planning and transit agreements and explains the many types of transportation funds and programs. The purpose of the handbook is to provide a comprehensive overview of the regional transportation planning process in Tehama County.

Previous Work

The current RTPA handbook was prepared in 2003. While much of the handbook is still applicable, many sections are outdated. Many sections of the handbook can be replaced with brief explanations and links to electronic documents. Transportation funding and the corresponding programs and guidelines are ever-changing. A “living” document will be more useful, more accessible, and have a longer life than a large printed static document.

Tasks

1. Update the TCTC/TCTAB mission statement and bylaws. (Dec 2015)
2. Update the transportation planning process for TCTC section. (Dec 2015)
3. Prepare a transportation planning dictionary to provide definitions of transportation planning’s acronyms and jargon. (Jan 2015)
4. Update TCTC/TCTAB organization, commissioners, and staffing chart. (Jan 2015)
5. Prepare funding fact sheets for each type of transportation funds. (Jan 2015)
6. Update the STIP procedures section. (Jan 2015)
7. Update the TDA section. (Feb 2015)
8. Update the social services inventory with links to available programs and the Coordinated Human Services Public Transportation Plan. (Feb 2015)
9. Update all other transit sections. (Feb 2016)
10. Update the section regarding air quality and how it relates to transportation. (Mar 2015)
11. Update the bicycle transportation plan to include all active plans in the county. (Mar 2015)
12. Prepare links to related plans such as airports, goods movement, and rail plans. (Apr 2015)
13. Update transportation commission/transit regulations including state legislation, cooperative agreements, and operational guidelines. (Apr 2015)
14. Update other sections with current information. (Dec-Mar)
15. Publish all sections on the TCTC/TRAX website. (May 2015)

Products

1. An abbreviated printed document with electronic links to larger documents and plans.
2. Printed brief fact sheets for distribution.
3. Electronic handbook on the TCTC website with links to TCTC planning, transit, funding, and programming information and documents.
4. Updated TCTC website.

Work Element 608 Funding				
RTPA Handbook	RPA	LTF	PPM	TOTAL
RTPA	\$12,800	\$13,000	\$0	\$25,800
TOTAL	\$12,800	\$13,000	\$0	\$25,800

Work Element 611 Caltrans Informational Element

Caltrans' Overall Work Program Element
Fiscal Year 2015-2016

Activity Description	Product	Funding Source	Due Date
Coordinate with Tehama County RTPA staff on update of Regional Transportation Plan (RTP)	Tehama County RTP	State & Federal Funds	Ongoing
Assist RTPA staff with programming documents for their RTIP amendments	Tehama County RTIP	State & Federal Funds	Ongoing
Monitor OWP work progress, process OWP invoices for payment, including grant progress	Payment of Invoices Various Transit grants	State & Federal Funds	Ongoing
System Management	<ul style="list-style-type: none"> • State Rail & Freight Mobility Plan • CTIS database • ITMS database 	State & Federal Funds	Ongoing
Tehama County Intelligent Transportation System (ITS) Architecture	Tehama County ITS Architecture Plan updates and amendments	State & Federal Funds	Ongoing
Assist Tehama County RTPA Staff in outreach and participation by Native American Tribal Governments	Participation by Tribes in the Transportation Planning Process	State & Federal Funds	Ongoing
Multi-modal Planning Coordination	<ul style="list-style-type: none"> • Aeronautics • Bicycle Plan • Transit Planning • Pedestrian • ADA Accessibility 	State & Federal Funds	Ongoing
Coordination with staff on miscellaneous transportation related issues	<ul style="list-style-type: none"> • Public Participation • Greenhouse Gas/ Air Quality • Intergovernmental Review 	State & Federal Funds	Ongoing

Work Element 700

2015-2035 Regional Transportation Plan (RTP)

Purpose

The purpose of Work Element 700 is to update the Tehama County Regional Transportation Plan (RTP). The RTP is a core planning document that is required for state and federal funding. It is a 20 year transportation plan, updated every five years, that covers all transportation modes in Tehama County. This work element includes funding to update the current RTP and ensure compliance with the Regional Transportation Plan Guidelines that were updated and adopted by Caltrans in 2010 and to prepare the environmental documents to comply with the California Environmental Quality Act (CEQA).

Previous Work

Updated RTP elements and conducted public outreach. TCTC staff also participated in the CTC workshops to update the guidelines for regional transportation plans, reviewed draft guidelines, provided feedback and submitted recommendations to the CTC.

Tasks

1. TAC Meetings (July-Sept)
2. Meet with Paskenta Band of Nomlaki Indians (July-Aug)
3. Incorporate Blueprint Planning scenarios and principles into the draft RTP. (July 2015)
4. Prepare a draft RTP. (July 2015)
5. Hold public outreach workshops at various locations in the County. (July 2015)
6. Circulate draft plan among stakeholders. (Jun-Aug)
7. Coordinate with resource agencies, cities, county, local tribes, and Caltrans regarding the draft RTP. (July 2015)
8. Incorporate comments from stakeholders into final draft. (Aug 2015)
9. Prepare CEQA documents for review and adoption. (Aug-Oct)
10. Finalize list of regional projects for constrained and unconstrained projects and determine scope and cost. (Aug 2015)
11. Finalize and format RTP in preparation for adoption. (Sept 2015)

Products

1. Updated RTP that complies with guidelines and directs transportation investment. (Sept 2015)
2. Regionally prioritized list of projects to be completed on state highways, county roads, and city streets. (Aug 2015)

Work Element 700 Funding				
RTP Update	RPA	LTF	PPM	TOTAL
RTPA	\$42,500	\$0	\$30,000	\$72,500
TOTAL	\$42,500	\$0	\$30,000	\$72,500

Work Element 708 Pavement Management

Purpose

Pavement management is the process of planning the maintenance and repair of a network of roadways or other paved facilities in order to optimize pavement conditions over the entire network. Tehama County has 826.23 miles of maintained roads that are paved with asphalt. The remaining 263.02 miles are either dirt or gravel.

Pavement management incorporates life cycle costs into a more systematic approach to minor and major road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are executed. Pavement management encompasses the many aspects and tasks needed to maintain a quality pavement inventory, and ensure that the overall condition of the road network can be sustained at desired levels.

Previous Work

Pavement management staff inspect each road every three years and utilize a computerized Pavement Management System (PMS) to assist the Public Works staff in evaluating, tracking, and ranking pavement conditions based on field inspections. The PMS also helps the road crews prioritize which roads receive a surface treatment.

Tasks

Tasks performed by pavement management staff include:

1. Inventory pavement conditions, identifying good, fair and poor pavements.
2. Assign importance ratings for road segments, based on traffic volumes, road functional class, and community demand.
3. Schedule maintenance of good roads to keep them in good condition.
4. Schedule repairs of poor and fair pavements as remaining available funding allows.
- 5.

Products

- | | |
|--|-------------|
| 1. One-third of the paved county roads surveyed. | (June 2016) |
| 2. Prioritized maintenance needs list. | (Ongoing) |
| 3. Work recommendations. | (Ongoing) |

Work Element 708 Funding				
County of Tehama	RPA			TOTAL
Pavement Management	\$19,000	\$0	\$0	\$19,000
TOTAL	\$19,000	\$0	\$0	\$19,000

2015-2016 OVERALL WORK PROGRAM FUNDING SUMMARY				
Work Element	RPA	LTF	PPM	TOTAL
600 - RTPA COORDINATION	\$80,000	\$10,000	\$10,000	\$100,000
600 GOV - Intergovernmental Coordination	\$8,000	\$0	\$10,000	\$18,000
600 RCTF - Rural Counties Task Force	\$5,000	\$0	\$3,000	\$8,000
601- State & Federal Programming	\$6,000	\$0	\$30,000	\$36,000
602 - Overall Work Program	\$22,000	\$45,000	\$10,000	\$77,000
602 PK - TCTC/TCTAB Packet	\$10,000	\$13,000	\$10,000	\$33,000
602 OUT - Outreach & Education	\$3,500	\$0	\$2,000	\$5,500
603 - GIS & ITS	\$26,500	\$0	\$0	\$26,500
<i>GW IT Assistance</i>	\$7,500	\$0	\$0	\$7,500
<i>GIS ESRI</i>	\$8,200	\$0	\$0	\$8,200
604 - Multimodal Planning	\$30,000	\$30,000	\$0	\$60,000
606 - Sustainable Planning	\$3,000	\$0	\$0	\$3,000
607 - Air Quality Planning	\$10,000	\$0	\$0	\$10,000
608 - RTPA Handbook	\$12,800	\$13,000	\$0	\$25,800
611 - Caltrans' Overall Work Program - Informational			\$0	\$0
700 - Regional Transportation Plan Update	\$42,500	\$0	\$30,000	\$72,500
708 - Tehama County Pavement Management	\$19,000	\$0	\$0	\$19,000
Total	\$294,000	\$111,000	\$105,000	\$510,000

Notes:

1. Rural Planning Assistance funds are 100% state funds, reimbursable, and are obligated for transportation planning purposes in accordance with Overall Work Program Guidance.
2. RPA funds are distributed to county/cities as denoted in work elements (WE). (Note: MOU is in draft form, to be submitted to District 2 when finalized.)
3. LTF funds are used for TDA activities, audits, CalACT NSSR. RCTF, and chamber dues.

Appendix A

Sample Eligible and Ineligible Regional Transportation Planning Activities

As the name indicates, transportation planning funds (Rural Planning Assistance RPA) are to be used for activities associated with the regional transportation planning process. A wide variety of regional transportation planning activities are eligible for transportation planning funds. This list is illustrative, not inclusive.

Eligible Activities include, but not limited to:

- Participate in federal and state clean air act transportation related air quality planning activities.
- Identify and analyze issues relating to integration of regional transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.
- Develop and/or modify tools that allow for better assessment of regional transportation impacts on community livability.
- Consider alternative growth scenarios that provide information on compact development and related infrastructure needs and costs as it relates to regional transportation planning.
- Involve the public in the regional transportation planning process.
- Establish and maintain formal consultation with Native American Tribal Governments enabling their participation in local and state transportation planning and programming activities.
- Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs.
- Define solutions in terms of the regional multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources).
- Assess the operational and physical continuity of the regional transportation system components within and between metropolitan and rural areas, and interconnections to and through regions.
- Identify the right of way for future transportation projects, including unused right of way needed for future transportation corridors and facilities.
- Investigate methods to reduce vehicle travel and to expand and enhance travel services.
- Incorporate transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in regional transportation plans and programs where appropriate.
- Conduct regional transit needs assessments and prepare transit development plans and transit marketing plans as appropriate.
- Consider airport ground access transportation and transportation to ports, recreational areas and other major trip-generating sites in planning studies as appropriate.
- Develop life cycle cost analyses for all proposed transportation projects and services, and for transportation rehabilitation, operational and maintenance activities.
- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.
- Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion.
- Create, strengthen, and use partnerships to facilitate and conduct regional transportation planning activities among California Department of Transportation (Department), MPOs, RTPAs, Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.
- Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of regional transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.

- Utilize techniques that assist in community-based development of innovative regional transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.
- Use partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information on the regional, inter-regional, and state highway system.
- Ensure that projects developed at the regional level (not project specific) are compatible with statewide and interregional transportation needs.
- Review the regional project ranking process and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered.
- Develop joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
- Identify and address regional transportation issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
- Conduct planning activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the Federal Transportation Improvement Program (FTIP).
- Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.
- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

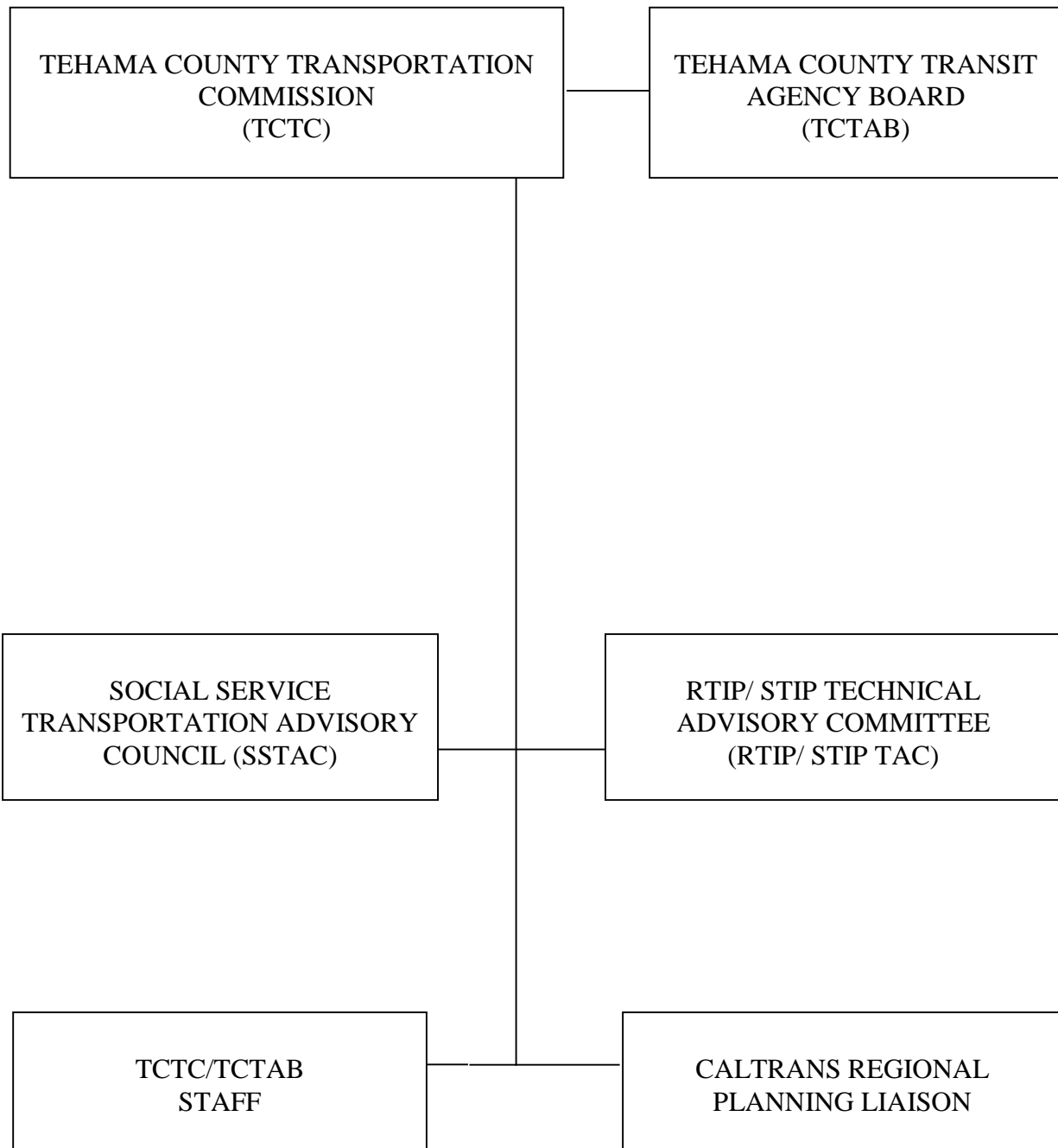
- Regional Transportation Plans (RTP).
- Transportation Improvement Programs (TIP).
- RTP and TIP environmental compliance.
- Overall Work Programs (OWP) and Amendments.
- Overall Work Program Agreements (OWPA) and Amendments.
- Master Fund Transfer Agreements (MFTA).
- Corridor studies.

Ineligible Activities include, but not limited to:

- Non-planning related TDA administration such as fulfilling TDA auditing requirements, processing TDA invoices and fund reports, TDA allocation and claims process, etc. (planning related activities such as unmet transit needs assessment are eligible if they support the regional transportation planning process and RTP).
- Non-planning related transit administration for 5310, 5311, JARC, New Freedom, etc. including application development and assistance (review of 5310 applications and programming of funds as it relates to the TIP process are eligible planning activities).
- RHNA Process (portions may be eligible, but not the RHNA process as a stand-alone task).
- Project development documents such as Project Initiation Documents and Project Study Reports.
- Review of project level EIRs is only eligible if it is to ensure consistency and compliance with the MPOs/RTPAs RTPs and other regional transportation planning plans and products.

- Implementation of a study or plan.
- Project Delivery activities.
- City or county level transportation studies unless it is regionally significant or has a direct effect on the highway/transit system.
- Lobbying.
- Project design, engineering, and construction.
- If you using toll credits as local match, MPOs' OWP administrative work element must be funded with an additional funding source. This is due to the OWP containing ineligible work elements (not funded with CPG), and other funding sources being managed through the OWP.
- Association membership dues and staff time attending CALCOG, NARC, AMPO, NSSR, etc. if planning activities are not segregated.

Appendix B
Tehama County Transportation Commission Organizational Chart



Appendix C California Map of MPO's RTPA's and Caltrans Districts

